

SAILING DIRECTIONS CORRECTIONS

PUB 127 6 Ed 2000 LAST NM 37/00

Page III—Line 10/L; read:
navigation.
(NIMA)

38/00

Page 137—Line 22/L; read:
Australian port previously in the GBR area without a pilot,
(NIMA)

38/00

Page 137—Line 8/R; read:
A line will be required to lift aboard the pilot's luggage
and
(NIMA)

38/00

Page 138—Line 10/R; read:
consisting of 14 sites (three of which are satellite/VHF),
along
(NIMA)

38/00

PUB 140 1 Ed 1997 LAST NM 30/00

Page 18—Line 54/R to Page 20—Line 48/R; read:

1. Introduction

1.1 The purpose of this is to describe the ship reporting procedures to be followed by vessels when:

(a) within or intending to enter the waters of Eastern Canada or Arctic Canada not contained within a local Vessel Traffic Services Zone.

(b) intending to enter the waters of Western Canada.

Note.—Information regarding entering the waters of Western Canada may be found in Pub. 120, Sailing Directions (Enroute) Pacific Ocean and Southeast Asia.

1.2 Ice information, ice routing, and icebreaker assistance may be obtained through the Eastern Canada Traffic System (ECAREG CANADA) and the Arctic Canada Traffic System (NORDREG CANADA).

Refer to the Annual Edition, Notice to Mariners and the publication "Ice Navigation in Canadian Waters."

1.3 An amendment to the Vessel Traffic Services Zone Regulations requires a report from vessels of 500 grt or greater, 24 hours prior to entering a VTS Zone. Reporting requirements shall be as specified in section 7.1.1 for Eastern Canada.

2. Zone description

The coastal and offshore waters of Canada have been subdivided into three distinct zones, each with their own telegraphic identifier. These zones are Eastern Canada VTS (ECAREG), Arctic Waters VTS (NORDREG), and Cooperative VTS (CVTS Offshore) on the W coast of Canada.

2.1 Eastern Canada

Eastern Canada Vessel Traffic Services Zone is a mandatory system and includes Canadian waters on the E coast of Canada and Fishing Zone 1 (Gulf of St. Lawrence) as prescribed by the Fishing Zones of Canada (Zones 1, 2 and 3) Order:

(a) S of parallel of 60°N.

(b) in the St. Lawrence River E of 66°W.

It excludes the waters of Ungava Bay and the waters within the Vessel Traffic Services Zones for Halifax Harbour and Approaches, the Bay of Fundy and Approaches, Port aux Basques Harbour and Approaches, Placentia Bay and Approaches, St. John's Harbour and Approaches, the Strait of Canso and Approaches, and Northumberland Strait as defined in the Annual Edition, Canada Notices to Mariners.

Telegraphic Identifier—ECAREG CANADA

Facsimile—(902) 426-4483 or (709) 772-5369

Telex—019-22510 or 016-4530

2.2 Arctic Canada

Arctic Canada Traffic Zone includes those waters of Ungava Bay, Hudson Bay and James Bay south of the parallel of 60° north latitude and the waters to which the Arctic Waters Pollution Prevention Act apply.

It excludes MacKenzie Bay and Kugmallit Bay south of the parallel of 70° north latitude and east of the meridian of 139° west longitude.

Telegraphic Identifier—NORDREG CANADA

Facsimile—(867) 979-4236 or (867) 979-4264

Telephone—(867) 979-5724 or (867) 979-5269

Telex—063-15529

2.3 Western Canada

See Pub. 120, Sailing Directions (Enroute) Pacific Ocean and Southeast Asia for further information.

3. Application

3.1 ECAREG

With respect to the Eastern Canada VTS Zone, the Eastern Canada Vessel Traffic Services Zone Regulations apply to every ship of 500 grt or more. Participation is mandatory.

3.2 NORDREG

With respect to the Arctic Canada Traffic Zone the provisions of this notice apply to every ship of 300 tons, gross tonnage, or more. Participation is voluntary; however, mariners are encouraged to participate fully to receive the maximum benefit.

3.3 Western Canada

See Pub. 120, Sailing Directions (Enroute) Pacific Ocean and Southeast Asia for further information.

PUB 140 (Continued)**3.4 All zones**

In addition, the provisions of this notice apply (on a mandatory or voluntary basis, as applicable) to all other ships meeting the following criteria:

- (a) every ship that is engaged in towing or pushing one or more vessels, where the combined tonnage of that ship and its tow amounts to 500 grt or more.
- (b) every ship carrying a pollutant or dangerous goods, or engaged in towing or pushing a vessel carrying a pollutant or dangerous goods as prescribed in the following:
 - i. Oil Pollution Prevention Regulations;
 - ii. Pollutant Substances Regulations;
 - iii. Dangerous Goods Shipping Regulations;
 - iv. International Maritime Dangerous Goods Code (IMDG); and
 - v. Dangerous Chemicals and Noxious Liquid Substances Regulations.

4. Responsibility

4.1 There is no intention on the part of the Canadian Coast Guard to attempt to navigate or maneuver ships from a shore station and nothing in this Notice overrides the authority of the master for the safe navigation of his ship. Information passed to the master is intended to assist him in the safe conduct of his ship.

4.2 The master shall supply all information that is required of him by this notice. A Marine Traffic Regulator may under specific circumstances issue a direction to a ship.

4.3 Notwithstanding section 4.2, the master, pilot or person in charge of the deck watch may take any action that may be required to ensure the safety of the ship or any other ship.

4.4 When the required communications cannot be conducted owing to radio difficulties, a ship may continue with its voyage and the master shall take all reasonable measures to report the occurrence to a Marine Traffic Regulator as soon as possible and shall proceed to the nearest safe port or anchorage on his route where the radio equipment can be repaired.

5. Traffic clearance

5.1 A "traffic clearance" is an authorization for a ship to proceed subject to such conditions as may be included in the authorization. A traffic clearance does not eliminate the need for other authorizations required by legislation or by-laws.

5.2 A traffic clearance is required before:

- 1. entering a traffic zone (see 1.3 and 7.1 or 8.1 as appropriate).
- 2. departing a berth (see 7.3 or 8.3 as appropriate).
- 3. proceeding after being stranded, stopped due to breakdown of main propulsion machinery or steering gear, or having been involved in a collision (see 6.4.1).

5.3 A traffic clearance may be obtained by providing the appropriate report in accordance with procedures specified in the appropriate sections.

6. Reports**6.1 General**

All times given in reports required by this notice shall be Coordinated Universal Time (UTC).

A report shall use the appropriate telegraphic identifier and be communicated to the nearest Canadian Coast Guard MCTS Center.

The master of a ship shall ensure that reports are made in accordance with the stated requirements.

6.2 Information required

The following information may be required in a report:

- (a) the name of the ship.
- (b) the radio call sign of the ship.
- (c) the name of the master of the ship.
- (d) the position of the ship.
- (e) the time the ship arrived at the position.
- (f) the course of the ship, if any.
- (g) the speed of the ship, if any.
- (h) the prevailing weather conditions (including ice, applicable).
- (i) the estimated time that the ship will enter the Vessel Traffic Services Zone.
- (j) the estimated time the ship will depart the berth.
- (k) the destination of the ship.
- (l) the ETA of the ship at the destination.
- (m) the route the ship intends to take through the Vessel Traffic Services Zone to arrive at the destination.
- (n) the name of the last port of call of the ship.
- (o) the draft of the ship.
- (p) any dangerous goods, listed by class, or pollutant, that is carried on board the ship or vessel being towed or pushed by the ship.
- (q) revoked.
- (r) any defect in the ship's hull, main propulsion machinery, steering system, radars, compasses, radio equipment, anchors or cables.
- (s) any discharge, or threat of discharge, of a pollutant from the ship into the water, and any damage to the ship that may result in the discharge of a pollutant from the ship into the water.
- (t) the name of the Canadian or United States agent of the ship.
- (u) the date of expiration of a certificate referred to in Article VII of the International Convention on Civil Liability for Oil Pollution Damage, 1969/1992; the International Oil Pollution Prevention Certificate; the International Pollution Prevention Certificate for the Carriage of Noxious Liquid Substances in Bulk; the Certificate of Fitness; the Certificate of Compliance; and the ISM Safety Management Certificate and the ISM Document of Compliance, if any, issued to the ship.

PUB 140 (Continued)**6.3 Routine reports**

Procedures for providing routine reports are described in the appropriate zone procedures in section 7 (ECAREG) and section 8 (NORDREG).

6.4 Non-routine reports**6.4.1 Stranding, Propulsion or Steering Failure, and Collision**

When a ship is within the Eastern Canada VTS Zone or Arctic Canada Traffic Zone, a report is required immediately before a ship proceeds underway after being stranded, or having had a propulsion or steering gear failure, or having been involved in a collision. The following information shall be provided:

- (a) name of ship.
- (b) position of ship.
- (c) description of the incident.

6.4.2 Other occurrences

Any of the following conditions should be immediately reported when the ship is within or about to enter a zone:

- (a) the occurrence on board the ship of any fire.
- (b) the involvement of the ship in a collision, grounding, or striking.
- (c) any defect in the ship's hull, main propulsion systems, steering systems, radars, compasses, radio equipment, anchors, or cables.
- (d) another ship in apparent difficulty.
- (e) any obstruction to navigation.
- (f) any aid to navigation that is functioning improperly, damaged, off-position, or missing.
- (g) any ice and weather conditions that are detrimental to safe navigation.
- (h) the presence of any pollutant in the water.

Note.—Items (e), (f), and (h) are not required if the information has been previously promulgated by a Notice to Shipping.

Mariners are encouraged to provide, on a voluntary basis, any information pertaining to charts and publications which may not be on board so that arrangements can be made to embark the necessary items.

6.4.3 Change in information

A report shall be made whenever a significant change occurs in the information contained in any report made pursuant to this Notice, except in the case of reports 7.4 and 8.5.

7. ECAREG—Routine reports**7.1 Entering the zone**

7.1.1 A report containing the information listed in 6.2, except item (j), shall be made 24 hours prior to entering the zone, or as soon as practicable where the estimated time of arrival of the ship at the zone is less than 24 hours after the time the ship departed from the last port of call.

Note.—This report is not required in a case where:

(a) the ship is on a voyage between two ports within the zone, and

(b) the ship is entering the zone directly from the Arctic Canada Traffic Zone, and is in possession of a valid NORDREG Clearance.

7.1.2 A report containing the information listed in 6.2(a), (b), (d), (h), and (i), shall be made immediately before the ship crosses the zone boundary when entering the zone. This report is not required when entering directly from a local VTS zone.

7.2 Arriving at a berth

A report shall be made on arrival of the ship at the berth, containing the information listed in 6.2(a), (b), and (j) as well as the following information:

- (a) port of arrival.
- (b) time of arrival.

7.3 Departing a berth

This report is not required where the ship is proceeding to another berth in the same port.

A report containing the information listed in 6.2, except item (i), shall be made 2 hours before a ship departs a berth.

A traffic clearance to depart a berth is valid for 1 hour from estimated time of departure. Where a traffic clearance to depart a berth has expired because of a revised time of departure, a new traffic clearance is required. In this case, the report need only contain the ship's name, call sign, position and revised time of departure.

7.4 Exiting the zone

A report containing the information listed in 6.2(a), (b), (d), and (h) shall be made immediately before the ship crosses the seaward boundary.

In a case where exiting a zone coincides with entering a local VTS zone, this report is not required.

7.5 Supplemental SAR information

In addition to those reports required by the Eastern Canada Vessel Traffic Services Zone Regulations, Search and Rescue authorities have requested that ships entering Canadian waters for the first time answer the following question:

Is your vessel EPIRB equipped? If not, please supply the following information:

- (a) number of crew and passengers.
- (b) number of lifeboats and life rafts plus make and capacity.
- (c) color of hull and superstructure.
- (d) distinctive features.

This information need only be updated as necessary. The information will be maintained on a database and made available to Search and Rescue personnel when required.

PUB 140 (Continued)**8. NORDREG—Routine reports****8.1 Entering the zone**

8.1.1 A report containing the information listed in 6.2, except item (j), but including the following information:

- (a) ice class (type or Arctic class category), if applicable, and Classification Society;
- (b) amount of oil on board (fuel and cargo), if such amount exceeds 453 cu. m. (15,988 cu. feet); and
- (c) date of issue of Arctic Pollution Prevention Certificate, if carried and name of Classification Society;

shall be made 24 hours prior to entering the zone, or as soon as practical where the estimated time of arrival of the ship at the zone is less than 24 hours after the time the ship departed from the last port of call.

If the ship is entering the zone directly from the Eastern Canada Vessel Traffic Services Zone, and is in possession of a valid ECAREG Clearance, only items 8.1.1(a), (b), and (c) need be reported.

8.1.2 A report containing the information listed in 6.2(a), (b), and (d) shall be made immediately before the ship crosses the zone boundary when entering the zone.

8.2 Arriving at a berth

A report shall be made on arrival of the ship at the berth, containing the information listed in 6.2(a), (b), and (j) as well as the following information:

- (a) port of arrival.
- (b) time of arrival.

8.3 Departing a berth

8.3.1 This report is not required where the ship is proceeding to another berth in the same port.

8.3.2 A report containing the information listed in 6.2(a), (b), (h), (j), (k), (l), (m), (p), and 8.1.1(b), and any change to previously reported items 6.29(r), (s), (t), and (u), shall be made not more than 2 hours and not less than 1 hour before departing a berth.

8.3.3 If the estimated time of departure changes by more than 1 hour, a report shall be made containing the revised estimated time of departure.

8.3.4 A report shall be made when the ship has departed the berth, giving the actual time of departure.

8.4 1600 UTC report

A report containing the information listed in 6.2(a), (b), (d), and (h) shall be made daily at 1600 UTC.

8.5.1 Ice Regime Routing Message

When the Arctic Ice Regime Shipping System is used, the Arctic Shipping Pollution Prevention Regulations (ASPPR) require that an Ice Regime Routing Message be sent to NORDREG. This message can be brief; however, if the vessel's route includes areas on ice analysis charts with ice concentrations that may have negative Ice Numerals, the message should include additional pertinent

information explaining the voyage plan (e.g., expectations of changes in conditions and/or other considerations). The message should be updated if the plan and/or ice conditions change significantly.

The Ice Regime Routing Message should include:

- (a) ship name.
- (b) ship call sign and IMO number.
- (c) the ice strengthening of the ship (Type/CAC/Arctic class, etc.).
- (d) date and UTC time.
- (e) ship's current position, course, and speed.
- (f) anticipated destination.
- (g) intended route.
- (h) a listing of the ice regimes and their associated Ice Numerals.
- (i) source(s) of ice information.
- (j) any other pertinent information or comments.
- (k) name of any escorting vessel.
- (l) name(s) of the Ice Navigator(s) on board.

8.5.2 After Action Report

When the Arctic Ice Regime Shipping System is used, in accordance with the ASPPR, an after action report is to be submitted. The report can be brief; however, in cases where the voyage has involved difficulties or unexpected occurrences, it will be valuable to include additional information. Unlike the routing message, the After Action Report is to be sent to Transport Canada, as follows:

Regional Director, Marine
Prairies & Northern Region—ANMS
Transport Canada, Place de Ville, Tower "C"
330 Sparks Street, 14th Floor
Ottawa, Ontario
K1A 0N5
(Facsimile: (613) 991-4818)

The After Action Report should include:

- (a) ship name.
- (b) the ice strengthening of the ship (Type/CAC/Arctic class, etc.).
- (c) a description of the actual route, including transit speeds, the ice regimes encountered, and the Ice Numerals for each.
- (d) copies of the ice information used.
- (e) escort information, if applicable.
 - (1) duration of the escort.
 - (2) ice regime under escort.
 - (3) characteristics of the track.
- (f) weather conditions and visibility.
- (g) any other important information.

8.6 Exiting the zone

A report containing the information listed in 6.2(a), (b), (d) and (h), shall be made immediately before the ship crosses the seaward boundary.

(Can Annual Notice No. 26 of 2000;

Can NM 6E/00, Section 3)

38/00

PUB 145 8 Ed 2000 LAST NM 37/00

Page 208—Line 18/R; read:
of 2.5m alongside its outer 145m and 1.5m alongside its
(Can NM 6/00, Section 4) 38/00

Page 213—Line 9/L; read:
7.40 Baie Ellis (Baie Gamache) (49°48'N., 64°21'W.),
entered between Cap
(Can SD ATL 110) 38/00

Page 273—Line 8/R; read:
depth of 11.3m over a width of 245m up to buoy M177.
Above buoy M177 the channel has a dredged depth of 11m
until Buoy ISH (formerly buoy Sainte-Helene);
(Can NM 3/00, Section 4;
Can NM 6/00, Section 4) 38/00

Page 273—Line 17/R; read:
South of a line joining Buoy M189 and Buoy ISH (formerly
buoy Ile Sainte-Helene),
(Can NM 6/00, Section 4) 38/00

PUB 146 7 Ed 2000 LAST NM 33/00

Page 10—Line 33/R; read:
Wharf has three parts with alongside depths of 3.4 to 4.9m.
(Can NM 6/00, Section 4) 38/00

Page 10—Line 38/R; read:
4.4m alongside. The wharf of a fish plant adjacent to this
Public wharf is 55m long, with an alongside depth of 2.4m.
(Can NM 6/00, Section 4) 38/00

Page 11—Line 16/R; insert after:
Depths—Limitations.—A Public wharf, 32m long with
an alongside depth of 3.7m, is located about 0.4 mile ENE of
Two Hills Point.
(Can NM 6/00, Section 4) 38/00

Page 12—Lines 14 to 15/R; read:
Point.
(Can NM 6/00, Section 4) 38/00

Page 14—Lines 20 to 25/L; read:
A wharf, in ruins, extends from a long breakwater close N
of the Torrent River. A conspicuous blue water tank, at an
elevation of 51m, stands close E of the wharf; oil tanks stand
adjacent to the water tank.
(Can NM 6/00, Section 4) 38/00

Page 17—Line 24/L; read:
and a small wharf, in ruins, at Rocky Harbor.
(Can NM 6/00, Section 4) 38/00

Page 18—Line 9/R; read:
Lomond Cove, about 0.4 mile SE of Tuckers Head; wharf

ruins extend about 10m NW of the outer end of the wharf.
(Can NM 6/00, Section 4) 38/00

Page 20—Line 2/R; read:
outer end 27m long, with depths of 3.4 to 4.3m alongside.
(Can NM 6/00, Section 4) 38/00

Page 20—Line 46/R; read:
There is an L-shaped Public wharf, 52m long, with an
outer face 21m in length and an alongside depth of 9.6m. A
private wharf, 19m long at its outer face and with alongside
depths of 2.3 to 3.7m, is close S of the Public wharf.
(Can NM 6/00, Section 4) 38/00

Page 131—Lines 20 to 21/L; read:
shallow water piers. Fair anchorage can be taken in the S
part of the cove.
(Can SD ATL 101; Can NM 6/00, Section 4) 38/00

Page 176—Lines 11 to 14/R; read:
should not anchor in depths of less than 21.9m.
(Can NM 6/00, Section 4) 38/00

Page 194—Lines 31 to 32/L; read:
(51°35'N., 55°27'W.). There is a total berthing length of 64m
on the W side of the wharf, with alongside depths of 2.9 to
5.5m.
(Can NM 6/00, Section 4) 38/00

Page 195—Lines 31 to 32/L; read:
wharf, with a depth of 5.1m alongside the 40m long outer
face of the wharf. A private wharf, with an outer wharf 36m
long with alongside depths of 1.9 to 2.6m, lies about 0.2
mile SW of the public
(Can NM 6/00, Section 4) 38/00

Page 256—Lines 24 to 36/L; read:
11.26 Umuavik Island (55°51'N., 60°27'W.) has an
island, with a conspicuous 91m high conical summit, lying
0.6 mile SE of it. A rock lies close W of Umuavik Island.
Two islets, one of which is 21.3m high, lie about 0.5 mile
NW of the island, and a sunken rock lies close W of the two
islets; a sunken rock lies about 2.5 miles NE of the island
and another rock was reported (1913) to lie about 1.8 miles
E of the island. A rock, 3m high, lies about 5 miles NNE of
the island and about 5.5 miles NNW of Cape Harrigan. The
several islets and rocks in the vicinity of this island should
be given a wide berth.

Caution.—A breaking reef lies at the mouth of a cove
about 3.4 miles SSE of the island with the conspicuous
conical summit.

Kutallik Island (Massacre Island), 61m high, lies in a
position 1.25 miles NNE of North Tikigakjuk Point. Foul
ground extends for about 0.5 mile from its NE and E sides.

PUB 146 (Continued)

Caution.—Breakers exist 1.3 miles E of the N extremity of the island.

(Can NM 6/00, Section 4) 38/00

Page 260—Line 24/L; read:

about 0.7 mile NNW of The Barbican; breakers are located about 1 mile N of the N extremity of the easternmost of the Kappa Islets. Iota Islet, 11m high, lies

(Can NM 6/00, Section 4) 38/00

PUB 148 6 Ed 1998 LAST NM 29/00

Page 48—Line 49/L; insert after:

An offshore terminal for loading crude oil stands in 10°08.6'N, 64°49.6'W. There are two berths, each having a length of 335m, and able to accommodate vessels of 80,000 to 250,000 dwt, with a maximum length of 350m and drafts up to 22.86m. Vessels usually berth starboard side-to at the W berth and port side-to at the E berth.

(BA NM 31/00) 38/00

Page 48—Line 4/R; read:

Directions.—A Vessel Traffic System has been established in the navigable waters between Bergantin Bay and Jose Terminal. The service will advise vessels of safety hazards, traffic recommendations, and environmental regulations in effect.

Vessels should approach the terminal from the
(BA NM 18/00, Section VI) 38/00

PUB 154 7 Ed 1998 LAST NM 27/00

Page 86—Line 8/R; read:

steep-to on its S side. A beacon marks the drying portion of the

(Can NM 6/00, Section 4) 38/00

PUB 157 8 Ed 2000 LAST NM 35/00

Page 21—Line 45/R; insert after:

A wreck with a least depth of 9.8m lies in position 35°06.2'N, 129°02.8'E.

(28(331)00 Inchon) 38/00

PUB 172 8 Ed 1998 LAST NM 37/00

Page 74—Line 22/L; insert after:

A Vessel Traffic Service Station has been established to provide the following services:

1. Ensure safety of navigation within the Traffic Separation Scheme of the Gulf of Aqaba.
2. Monitor passing vessels outside the traffic lane 15 nautical miles N and S of the station.
3. Provide navigation assistance and advice to the passing vessels if required on VHF channel 16.

(BA NM 31/00) 38/00

PUB 182 4 Ed 1998 LAST NM 16/00

Page 19—Lines 43 to 46/R; read:

A reef extends about 0.2 mile SW from Jaerens Rev. A
(BA NM 31/00) 38/00

PUB 191 8 Ed 1996 LAST NM 37/00

Page 70—Lines 15 to 25/L; read:

are three white towers. A main light (Casquets Light) is shown from the NW most and tallest of the three towers, which is 23m high. A racon is situated at the light.

L'Auquiere, 13m high, and Noire Roque, 4m high and craggy, are two rocks lying about 0.2 mile W and 0.3 mile WSW, respectively, of the light.

Point Colotte, 10m high, lies about 0.3 mile E of the light. It is the E most of six detached rocks. The tidal currents run very strongly through the narrow gullies that separate these rocks. The S side of the group is steep-to.

(BA NP 27) 38/00

Page 70—Line 30/L; read:

4.28 Off-lying Dangers.—Eight Fathom Ledge
(49°43'N., 2°24'W.), a steep-to
(NIMA) 38/00

Page 70—Lines 50 to 52/L; read:

4.29 Burhou (49°44'N., 2°15'W.), a grassy islet with rocky shores, has its summit, 21m high, located near the W end. This islet is the home of numerous seabirds during the breeding season. A refuge hut, with a prominent rock close W of it, stands on the S coast.

North Rock, with a depth of 3.4m, lies
(BA NP 27) 38/00

Page 70—Lines 8 to 43/R; read:

Verte-Tete, a two-headed rock, is 8m high and lies about 0.3 mile WNW of Renonquet.

Great Nanne, 15m high, lies about 0.3 mile N of the E extremity of Burhou. It is the largest of several above-water rocks standing on Nannels Reef. L'Emprove, a reef awash, lies about 0.3 mile N of this rock.

Directions.—The main route for vessels coming from Jersey or Guernsey is either to the W of Casquets or through the Race of Alderney. The Swinge leads between Alderney and Burhou. Ortac Channel, passing W of Burhou, is less frequently used. Local knowledge is advised for these two passages.

4.30 Ortac Channel (49°44'N., 2°18'W.) is bound on the W side by L'Equet, Danger Rocks, and Pommier Banks. It is bound on the E side by the Verte-Tete, Renonquet, Ortac, and the other reefs extending W from Burhou.

Dasher Rock, with a depth of 12.2m, lies in the middle of the channel, about 0.6 mile E of Danger Rocks. This rock may be passed on either side, although the fairway to the E is preferred.

Speedy Rock, with a depth of 10.4m, lies in the N part of the channel, about 0.5 mile NNW of Verte-Tete.

PUB 191 (Continued)

The Swinge (49°43'N., 2°15'W.) is the passage leading between the dangers fronting the E side of Burhou and those fronting the W side of Alderney. It should only be used in clear weather

(BA NP 27) 38/00

Page 71—Line 2/L; read:

4.31 Alderney is about 3.2 miles long and 1.2 miles wide. Le Rond But, the highest part of the island, is located on a plateau near the S coast. The W and S shores of the island consist of high

(BA NP 27) 38/00

PUB 192 7 Ed 2000 LAST NM 36/00

Page 97—Lines 21 to 23/R; read: alongside.

Ocean Container Terminal Hessematie Zeebrugge, situated at the NW side, provides 2,230m of quayage. There are five berths with depths of 15m alongside.

Flanders Container Terminal, situated close S of Ocean Terminal, provides 900m of quayage. There are two berths with depths of 12m alongside.

Western Peninsula, situated at the SW side, is a container and ro-ro terminal. It provides 1,770m of quayage. There are seven main berths with depths of 15m alongside.

(Lloyds Ports; NIMA) 38/00

Page 97—Lines 28 to 30/R; strike out.

(NIMA) 38/00

Page 98—Line 33/L; read:

progress. The authorities should be contacted for the latest depths in the entrance channel.

It is reported (2000) that the inner lighted ranges within the harbor may be obstructed, at times, by stacks of shipping containers.

(NIMA) 38/00

PUB 193 8 Ed 2000 LAST NM 27/00

Page 93—Lines 45 to 46/L; read:

Station. Pilots board VLCCs about 3 miles SW of Brofjorden Angoring Lighted Buoy. Pilots board other vessels about 1.5 miles WNW of the

(BA NM 27/00) 38/00

COAST PILOT CORRECTIONS**COAST PILOT 4 32 Ed 1999 Change No. 12 LAST NM 28/00**

Page 15—Paragraph 383, lines 3 to 7; read:

charts are in **Chart No. 1**, United States of America **Nautical Chart Symbols and Abbreviations**. This product, maintained by the National Imagery and Mapping Agency and NOS, is available on the internet website address, <http://chartmaker.ncd.noaa.gov>.

(26/00 CG5) 38/00

Page 213—Paragraph 13, line 7; read:

feet at the inlet and about 2 feet at Supply. In December 1999, the controlling depth was 3 1/2 feet from the Intracoastal Waterway to Lockwoods Folly River Daybeacon 9; thence 1 foot to Daybeacon 16; thence in 1977-1988, ...

(BPs 170237-239) 38/00

Page 249—Paragraph 187, lines 7 to 9; read:

jetties, and have project depths of 42 feet. A channel leads from inside the bar southward in **Amelia River** with a project depth of 36 feet to a turning basin; thence 35 feet through the turning basin; thence 28 feet to a turning basin off Rayonier Wharf, about 5.8 miles above the ...

(BPs 170416-25; CL 202/00) 38/00

Page 303—Paragraph 121, lines 6 to 9; read:

is also available, and hull and engine repairs can be made. In 1983, depths of 5 feet were reported alongside the berths.

(BPs 170237-239) 38/00

COAST PILOT 8 23 Ed 1999 Change No. 1 LAST NM 4/00

Page 15—Paragraph 384, lines 3 to 7; read:

charts are in **Chart No. 1**, United States of America **Nautical Chart Symbols and Abbreviations**. This product, maintained by the National Imagery and Mapping Agency and NOS, is available on the internet website address, <http://chartmaker.ncd.noaa.gov>.

(26/00 CG5) 38/00

Page 83—Paragraphs 101 to 106; read:

Vessels are excluded from the use of a state licensed marine pilot in compulsory pilotage waters when proceeding directly between points outside Alaska and an established pilot station for the express purpose of embarking or disembarking a pilot in the following situations:

(1) travel via Revillagigedo Channel to Twin Islands Pilot Station; in transiting Revillagigedo Channel, ships must stay west of longitude 131°05';

(2) travel via Clarence Strait to Guard Island Pilot Station;

(3) travel via Clarence Strait to Point McCartney Pilot Station;

(4) travel via Cape Muzon in Cordova Bay;

(A) to Shoe Island Pilot Station for vessels proceeding to Long Island;

(B) to Mellen Rock Pilot Station for vessels proceeding to Hydaburg;

(5) travel via Cape Bartolome in Bucareli Bay to Cabras Island Pilot Station;

(6) travel via Cape Ommaney in Chatham Strait

(A) to Point Retreat Pilot Station for vessels proceeding to Lynn Canal or Saginaw Channel;

(B) to Spasski Island Pilot Station for vessels proceeding to Icy Strait or Cross Sound;

(C) to Hawk Inlet Pilot Station for vessels proceeding to Hawk Inlet; and

COAST PILOT 8 (Continued)

- (D) Frederick Sound to Point Cornwallis Pilot Station for vessels proceeding to Frederick Sound and Stephens Passage; head of ... (CL 379/98) 38/00
- (7) travel via Sitka Sound to Sitka Sound Pilot Station;
- (8) travel via Prince William Sound to the Cordova Pilot Station;
- (9) travel via Prince William Sound to the Valdez Pilot Station;
- (10) travel via Prince William Sound to the Whittier Pilot Station;
- (11) travel via Resurrection Bay to Seward Pilot Station;
- (12) travel via Cook Inlet to the Homer Pilot Station;
- (13) travel to the Kodiak City or Womens Bay Pilot Station without transiting Whale Passage; and
- (14) travel by the most direct safe route to a pilot station or pickup point arranged under 12 AAC 56.120(b). (CL 108/99) 38/00

Page 113—Paragraph 190, lines 2 to 4; read:
breakwater, is close SW of the City Pier. In April 1999, the controlling depth was 10 feet in the entrance channel and basin with lesser depths in the SW corner of the ... (BP 168861) 38/00

Page 113—Paragraph 191, lines 2 to 5; read:
mile W of Village Point. In April 1999, the controlling depth was 6 feet (14 feet at midchannel) in the entrance channel, thence depths of 8 to 14 feet were available in the basin except for lesser depths along the ... (BP 168901) 38/00

Page 145—Paragraph 303, lines 4 to 8; read:
project depth for the entrance channel and basin is 11 feet. In April 1999, the entrance channel had a controlling depth of 9 feet except for lesser depths near the W channel edge above the N breakwater, thence 11 feet in the basin except for lesser depths of 6 feet along the edges. A **048'** range and a light on ... (BP 168860) 38/00

Page 172—Paragraph 8, line 1; read:
Charts 17360, 17377.-Camp Island, Pocket Island, and Hidden ...
(DOLE 2000) 38/00

Page 183—Paragraph 88, line 3; read:
its head, where two large glaciers, Sawyer and South Sawyer, ... (CL 2209/99) 38/00

Page 183—Paragraph 88, line 11; read:
Sawyer Glacier ordinarily is much less active. Tracy Arm, ... (CL 2209/99) 38/00

Page 219—Paragraph 114, line 3; read:
Nahku Bay is the narrow bay between Skagway and the